

ATTACHMENT A: Roadway Project Requests

<u>Priority</u>	<u>Project Name</u>	<u>Total Cost</u>	<u>TIP #</u>
1	Eastern Wake Expressway, from US 64 Bypass to I-40/US 70 Bypass – construct a new limited access highway	\$376,000,000	R-2829
2	US 1 Corridor Improvements, from I-540 to north of Thornton Road – construct interchanges at Gresham Lake Road and at Perry Creek Road/Durant Road and construct new streets parallel to Capital Boulevard	\$206,000,000	U-5307
3	I-440 Widening, from I-40/US 1-64 to Wade Avenue – widen to a six lane freeway section	\$103,000,000	U-2719
4	US 70 Widening, from Duraleigh Road/Millbrook Road to Lumley Road – upgrade roadway to improve capacity, safety, and traffic operations	\$102,000,000	U-2823
5	US 70 Widening, from I-540 to west of T.W. Alexander Drive – widen to six lanes and construct interchanges at Brier Creek Parkway and T.W. Alexander Drive	\$57,000,000	U-5518
6	Crabtree Valley Avenue/I-440 Interchange, from Creedmoor Road to I-440 – realign and widen as a four-lane median divided section from Creedmoor Road to I-440 and construct an interchange at I-440	\$40,000,000	
7	TW Alexander Drive Extension, from US 70 to Leesville Road – extend TW Alexander Drive as a four-lane median divided street	\$16,000,000	
8	Aviation Parkway Extension, from I-540 to US 70 at the Durham County line - extend Aviation Parkway as a proposed limited access highway	\$100,000,000	U-4721A
9	I-540 Widening and Toll Road Conversion, from I-40 to US 64 Bypass – construct two new toll lanes	\$108,000,000	
10	Old Wake Forest Road, from Capital Boulevard to Litchford Road – widen to a four-lane median divided section.	\$13,000,000	
11	Falls of Neuse Road, from I-540 to Durant Road – widen to a six-lane median divided section	\$16,000,000	

12	Wade Avenue, from I-40 to I-440, widen to a six-lane limited access highway	\$34,000,000	
13	Leesville Road/Westgate Road Connector, from Westgate Road to Leesville Road - construct a new four-lane median divided street	TBD	

Rail Project Requests

<u>Priority</u>	<u>Project Name</u>	<u>Total Cost</u>	<u>TIP #</u>
1	NC 54/CSX Railroad at Blue Ridge Road - construct grade separation	\$30,000,000	U-4437
2	West Street Extension, from Martin Street to S of Cabarrus Street - extend West Street on new location with a grade separation of the North Carolina Railroad / Norfolk Southern "H" Line	\$20,000,000	U-5521

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ATTACHMENT B: Bicycle & Pedestrian Project Requests

<u>Priority</u>	<u>Project Name</u>	<u>Total Cost</u>
1	Leesville Safe Routes to School Project: Construct sidewalks, pedestrian signals, pedestrian refuge islands, and on-road bicycle infrastructure along O'Neal Drive, Pride Way, Country Trail and Leesville Road. Implement a three year non-infrastructure bicycle & pedestrian education program.	\$660,000
2	Harris Creek Elementary Safe Routes to School Project: Construct pedestrian crossing improvements on Forestville Road at Cashew Drive and a paved pathway on school property. Implement a three year non-infrastructure bicycle & pedestrian education program.	\$250,000
3	Barwell Road Elementary Safe Routes to School: Construct sidewalks, pedestrian crossing improvements, and bicycle improvements along Rock Quarry Road, Barwell Road, and Chasteal Trail.	\$750,000
4	Blue Ridge Road/Wade Avenue Bridge Improvements*: Expand existing bridge structure to include the construction of bicycle lanes, sidewalks, and landscaping along both sides of the bridge.	\$3,900,000
5	Western Boulevard/Avent Ferry Road Pedestrian Tunnel*: Construct a bicycle and pedestrian tunnel under Western Boulevard at Avent Ferry Road.	\$5,000,000
6	Bicycle Plan Implementation: Restripe thirty (30) miles of on-road bicycle facilities in order of priority adopted in the 2009 Comprehensive Bicycle Plan	\$1,000,000
7	Old Poole Road Sidewalks: Construct sidewalks, curb and gutter, and pedestrian intersection improvements from Poole Road to Stone Manor Drive.	\$1,500,000
8	Pedestrian Plan Implementation: Construct five miles of new sidewalk in order of priority adopted in the 2013 Comprehensive Pedestrian Plan.	\$1,500,000

*Project also submitted for FY15 LAPP funding.

ATTACHMENT C - Status of Other Active NCDOT TIP Projects

<u>TIP #</u>	<u>Project Name/Limits</u>	<u>Total Cost</u>	<u>Status</u>
B-4946	US 401 Flyover at Wilmington Street (US 70/NC 50)	\$3,100,000	Under construction
B-5121	Peace Street/Capital Boulevard bridge replacement	Under Review	Construction in FY 2017
B-5130	Avent Ferry Road/Lake Johnson bridge replacement	\$675,000	Construction in FY 2016
B-5317	Wade Avenue/Capital Boulevard bridge replacement	Under Review	Construction in FY 2017
B-5675	Pullen Road/Western Boulevard bridge replacement	\$2,109,000	NEW PROJECT, funded for R/W in FY 2021, construction in FY 2022
B-5676	Blue Ridge Road/Crabtree Creek bridge replacement	\$7,756,000	NEW PROJECT, funded for R/W in FY 2020, construction in FY 2021 and 2022
B-5683	Lake Wheeler Road/Yates Pond Spillway bridge replacement	\$1,343,000	NEW PROJECT, funded for R\W in FY 2022, construction in FY 2023
B-5684	Capital Boulevard/Crabtree Creek bridge replacement	\$9,037,000	NEW PROJECT, funded for R/W in FY 2022, construction in FY 2023
C-4923	Citywide Signal System Upgrade	\$33,600,000	Under construction
C-5170	Bicycle Lane Striping - various streets	\$1,116,000	NEW PROJECT - funded for construction in FY 2014
C-5174	I-440 Ramp Metering Project	\$1,005,000	NEW PROJECT - funded for construction in FY 2017
I-5111	I-40 Widening, from I-440 Beltline to NC 42	\$133,450,000	Construction in FY 2017
I-5506	I-40 Interchange Loop at Aviation Parkway	\$3,600,000	NEW PROJECT - funded for R/W and construction in FY 2016
U-4432	Tryon Road Realignment and RR Bridge Replacement, from NS Railroad to Wilmington Street (US 70-401)	\$6,663,000	Construction in FY 2014
U-4721	Northern Durham Parkway/Aviation Parkway Extension, from I-540 to Roxboro Road in Durham	Undetermined	Feasibility Study underway; scope under review

Resolution 2013-XXX

**A RESOLUTION REGARDING THE NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION'S PROPOSED FUNDING OF
SAFE ROUTES TO SCHOOL PROJECTS**

WHEREAS, the passing of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) in 2005 provided NCDOT with over \$30 million dollars to establish and implement a Safe Routes to School (SRTS) Program; and,

WHEREAS, the goal of the SRTS program is to get more children bicycling and walking to school, and its success relies on the collaborative partnerships between educators, parents, students, elected officials, engineers, city planners, community leaders, and health officials; and,

WHEREAS, the North Carolina Department of Transportation (NCDOT) is responsible for the allocation of federal funds for programs like SRTS, and has recently begun implementing a Strategic Prioritization Process to evaluate projects and establish priorities using these transportation funds; and,

WHEREAS, NCDOT's Strategic Prioritization Process considers SRTS projects under the bicycle and pedestrian project category, and proposes to evaluate all bicycle and pedestrian projects based on access, constructability, safety, demand, density, and a cost/benefit analysis; and,

WHEREAS, the Strategic Prioritization Process does not sufficiently consider the key factors for a successful SRTS project, such as: public school system support, student assignment data, school transportation policies, bicycle and pedestrian education activities, non-infrastructure programming, and Parent Teacher Association support; and,

WHEREAS, Metropolitan Planning Organizations (MPO's) have experience allocating federal funds to local governments and are equipped to disburse funds to local SRTS projects; such disbursements would be based on an objective ranking process tailored to SRTS projects and will result in an efficient, transparent, competitive, and equitable use of any SRTS funds.

NOW THEREFORE BE IT RESOLVED BY THE RALEIGH CITY COUNCIL THAT the Raleigh City Council opposes the use of the Strategic Prioritization Process to prioritize Safe Routes to School projects.

THEREFORE BE IT FURTHER RESOLVED THAT the Raleigh City Council requests that NCDOT delegate the authority to distribute these funds to local MPO's for project selection and disbursement.